



Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Wednesday	
				Date	September 7, 2011	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

Erik Warren called my office around 8:30 am and indicated that a majority of Jenkin's Knob would be ready for a lift inspection this afternoon. I stated that I would meet him at the site early that afternoon.

I met Erik on the east end of the project around 12:30 pm. Western States was drilling at the soil nail wall and NW Cascade was continuing the shotcrete work on the west side of the rock cut. Erik and I walked up to Jenkin's Knob where the bench had been removed around station 1331+00 from last week and exposed a few type H rock dowels that Eric Smith had previously located from station 1331+00 to 1332+00. These type H rock dowels have been since updated in length and changed to type L rock dowels per Tom Badger's most recent design memorandum dated August 26, 2011 (Figure 1). Erik and I were also able to continue the lift inspection to the east to approximate station 1333+60 to approximate elevation 2590 MSL (Figure 2). Approximately 15 feet of the bench had been removed instead of the prescribed 12 feet; however, we laid out the rock dowels at the 12 foot vertical interval. The three rock dowels on the east side of the lift inspection have been moved up a few feet to be within a possible smaller planar feature and eliminate the need for any spot rock dowels at this location (Figure 2). With the 15 foot bench removal, these three rock dowels may be a little high for NW Cascade's typical drill but WSDOT should not have to pay for the modified drill since the bench was excavated too deep. While I was on site, I conducted some additional structure mapping within these station limits that are also shown on Figures 1 and 2. Mucking operations were continuing to the east and the lift inspection will most likely continue tomorrow morning.

Since the bench from last week has been removed, I asked Erik about the remaining probe holes around station 1331+00 and 1331+25. Erik indicated that he would discuss this with Western States and that most likely they would be available tomorrow or Friday.

I drove to the Hyak office around 3:00 pm to work on my IDR. I left the site around 4:30 pm.

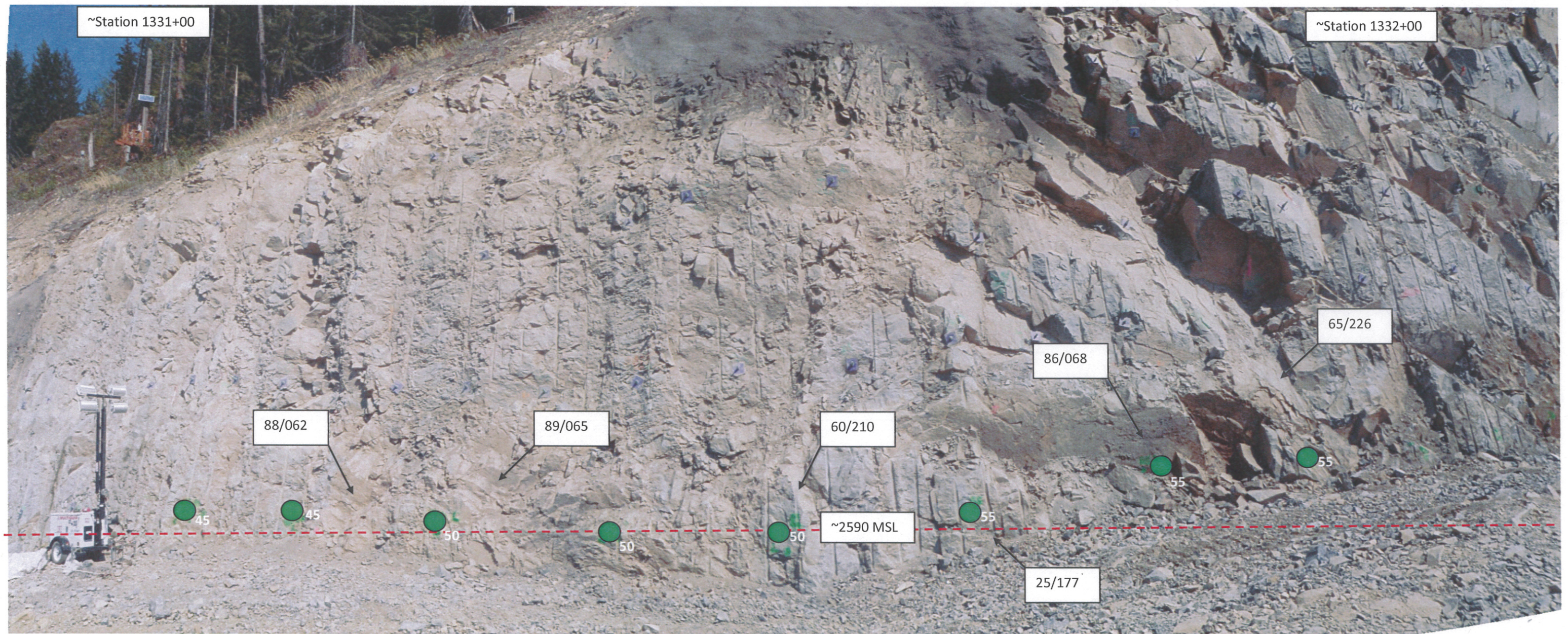


Figure 1. A photograph showing the lift inspection from approximate station 1331+00 to 1332+00 at approximate elevation 2590 MSL.

55 - Type L Pattern Dowels (Minimum Length in Feet)

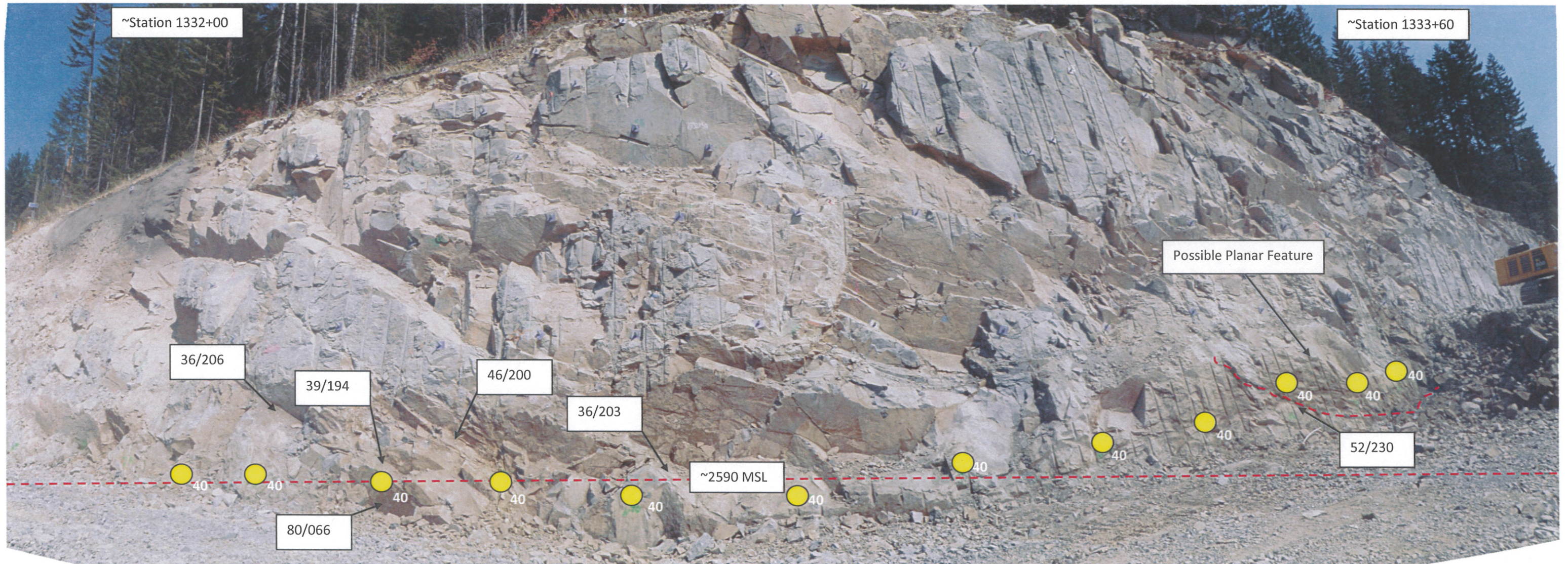



Figure 2. A photograph showing the lift inspection from approximate station 1332+00 to 1333+60 to approximate elevation 2590 MSL. Note the three rock dowels on the right side of the figure have been moved up into the possible planar feature.

 40 - Type H Rock Dowels (Minimum Length in Feet)